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complete amalgamation of these radically differing races—the flux being the common heritage through generations of generations of their unchanging spiritual ideal. The fruit is to be a people “not Sephardic, not German, not Russian, not even American, but simply and solely Jewish.”

The article on the Jew in Russia which should tell sufficient of his history and character there to temper our judgment as to the probable development here and to adjust our perspective of the present situation deals too narrowly with the history. Far more full and real is the panel drawn by Mr. Cohan of the people as they are domiciled in the United States. The nation is here symbolized by New York City.

The matter of fact statements of the economic situation of the masses impressed the reviewer as showing it to be low—destructively low it would be for any people less frugal, patient in adversity, and controlled and moderate in temperament.

The religious activity is apparently disorganized and the institution in a chaotic state. Small hope is extended for immediate improvement and a grave need is shown for deliberate and concerted revival work. Thankfully it may be said that the short-comings and mistakes are not glossed over, but pointed to, criticised and condemned. Bright and fair to read is that which tells of education, but most dramatic and interesting to the lay reader are the engraved gems set in the centre with their fascinating and significant legend of the amusements and social life. The growing, though not yet popularly recognized, apprehension of the power of pleasures as inducements to work and ladders to higher social planes finds here its expression, and it is with a keen appreciation of the importance of their analysis that Mrs. Simon N. (Charlotte Kimball) Patten has written.

The manner of presentation of the papers is not uniformly happy and for the whole we wish for a specific statement of dates. Their absence leads to doubt as to the present applicability and the correlation of certain of the statistics. In spite of this, however, Dr. Bernheimer has undoubtedly done a service in bringing out this book. Considering its structure, he is to be congratulated on having it so free of injudicious statements and as complete as it is in the important matter on this serious subject of the assimilation of so alien a people.

WALTER E. KRUESI.

*New York.*

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**Brassey, Lord, and Chapman, Sydney J.** *Work and Wages.* A study of the effects of foreign competition upon the trade of Great Britain. Pp. xxxv, 301. Price, \$3.00. London and New York: Longmans, Green & Co., 1904.

Five years ago the British press was filled with dolorous and deprecatory articles, portraying in vivid language the havoc which was being wrought by the “American Commercial Invasion,” and making gloomy prophecies as to the future of British and continental manufacturers and merchants. Time has demonstrated how inaccurate these forecasts were. The “invasion” ceased almost as suddenly as it began with the resumption of industrial activity in

the United States. The British merchant suddenly found that conditions were again almost identical with those which had prevailed before the appearance of the disturbing phenomena. As time went on, his courage returned and he once again began to feel fully capable of taking care of himself in the struggle for trade in the world's markets.

Professor Chapman's book, which we are informed is a continuation of Lord Brassey's "Work and Wages" and "Foreign Work and English Wages," which appeared over a quarter of a century ago, voices in no uncertain manner this present-day belief of the British commercial classes. The author lays down for his premise the rule, that since few writers can claim expert knowledge of any industry, their part is to collate and compare collective results. The book is, therefore, of necessity largely composed of excerpts from public documents, reports of special investigating committees, and opinions of technical experts.

After carefully reviewing the coal trade and proving to his satisfaction that the English miner is superior in efficiency to those in the United States, the author turns to the iron and steel industries. The conclusion is reached that the Americans are supreme because of their great natural advantages, it being extremely doubtful "whether the operatives at the American works are really more efficient than those performing the same tasks in England." The next topic considered is the relative advantages of each country, from the standpoint of the shipbuilder. The author, after comparing the English with the American, German and French yards, coincides with the conclusions already arrived at by our own shipbuilders, that England owes her success to the cheapness of raw materials, and to the ability to standardize types, because of the large amount of tonnage of the same class turned out.

The author next examines in turn, the relative advantages which the great commercial nations possess in manufacturing locomotives, textiles, chemicals and electrical machinery. The concluding chapters of the book are devoted to a comparison of the British and American railways.

The book throughout shows evidence of careful preparation and exhaustive investigation. There is scarcely an important commercial organization in England whose opinion upon some point has not been either quoted or referred to. The author, however, has failed to pursue the same course when endeavoring to portray conditions in Germany or America,—too much dependence being placed upon the observations of British experts who have spent a few weeks in these countries. As a result, Professor Chapman fails to take into consideration many of the factors which have been of great importance in causing the cessation of American activity in foreign markets. Throughout the book, moreover, there is unmistakable evidence of a disposition to give the British the benefit of every doubt.

The author is to be congratulated upon the use which he has made of the British technical journals and reports of trade organization. At the present time there is an unfortunate disposition to rely upon magazine articles and general publications instead of basing conclusions upon real facts secured from the business world. Professor Chapman has done a great service in pointing the way to the proper method of studying commercial conditions.

The portion of the book dealing with railways must be especially commended. The author here displays greater familiarity with American conditions than in any other part of the work, and, as a result, his conclusions are comparatively free from bias. Professor Chapman presents, more clearly than has ever been done before, the conditions which have brought about the wide divergence of railway standards in the two countries.

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**Chancellor, William Estabrook, and Hewes, Fletcher W.** *The United States: A History of Three Centuries, 1607-1904.* Vol. I. Pp. xxiii, 533. Price, \$3.75. New York: G. P. Putnam's Sons, 1904.

This is one of the more pretentious works on American history now claiming the attention of a certain class of readers. According to the publishers' announcement, "It is the purpose of the history to present, in a comprehensive and carefully proportioned narrative, an account of the beginnings of the national existence and of the successive stages in the evolution of our distinctive national qualities and institutions. The record covers the events from 1607 to the close of 1904." The first "part" (volume) brings the narrative down to the close of the seventeenth century. After such an announcement the reader would expect the opening chapter to deal with the founding of Jamestown, but he is surprised to find ninety-five pages devoted to discovery, the rivalry of the nations, and the Indians. Nine more "parts" are to follow.

At the outset the authors challenge the reader's attention with the novel "Historical Perspective," which he is invited to survey. "Part" one is itself divided into four parts—Population and Politics, War, Industry, and Civilization. The lines of cleavage cannot be sharply drawn. There is overlapping, and events closely related are almost totally dissociated in the mind of the reader, or he is burdened with two accounts of the same thing. The causes of Bacon's Rebellion are set forth in one place with a brief account of the result; in another more details of the fighting are given. In the first we are told that Bacon died of dysentery; in the second, "of disease, probably; of poison, some said." To be sure that the reader is impressed with the "Historical Perspective," it is given in the form of a double page diagram. Here "Civilization" divides "Politics" from "Industry" and "War," though most people probably would suppose that it was intimately wound up with all of them, especially the first two. The American school boy can tell of the New England Confederation, but here he will find no mention of it, either in the text or in the "Perspective."

It is hard to treat such a work with the seriousness it deserves. It would hardly be correct to say that it makes no contribution to historical literature; in parts three and four, "Industry" and "Civilization," a good many interesting facts have been brought together, but it would be difficult to say who will profit by them. Even the general reader who indulges in a ten volume work on American history probably would feel more secure in his reading, if the statements were backed up with something more than a curious collocation